

Message Text

UNCLASSIFIED

PAGE 01 RIO DE 03833 111914Z
ACTION EB-08

INFO OCT-01 ARA-14 ISO-00 /023 W
-----102368 120442Z /12

R 111736Z AUG 77
FM AMCONSUL RIO DE JANEIRO
TO SECSTATE WASHINGTON 5203
INFO NTSB WASHINGTON
AMEMBASSY BRASILIA
FAA ATLANTA GEORGIA

UNCLAS RIO DE JANEIRO 3833

NTSB WASH. FOR WILLIAM HALNON; AMEMBASSY BRASILIA FOR CLAUS
RUSER; FAA ATLANTA FOR ASO-200

E.O. 11652: N/A
TAGS: EAIR, BR
SUBJECT: AIRCRAFT ACCIDENT

REFTEL UNCLAS STATE 183875

FOLLOWING PRELIMINARY REPORT RECEIVED FROM THE BRAZILIAN
GOVERNMENT:

1. AT 19:51Z ON JULY 28, 1977, KING AIR BE-90, BRAZILIAN
REGISTRY PT-IBE, CRASHED ON APPROACH TO LAGOA SANTA AIRPORT
LOCATED ABOUT 30 MILES NORTH OF BELO HORIZONTE.

2. THE AIRCRAFT WAS INVOLVED IN A TRAINING FLIGHT. MAJOR
ROBERTO GONCALVES COELHO, BRAZILIAN GOVERNMENT CHECK PILOT
IN RIGHT SEAT WAS ADMINISTERING FLIGHT CHECKS TO TWO PILOTS,
GALDINO JOSE ANANIAS, WHO OCCUPIED THE LEFT SEAT AT THE TIME
OF THE ACCIDENT, WHILE BOLIVAR CASTRO ALVARES, WHO WAS
OBSERVING, DIED IN THE CRASH. TWO SURVIVING PILOTS
SUSTAINED SERIOUS INJURIES. NO OTHER OCCUPANTS IN THE
AIRCRAFT.

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3. AFTER APPROXIMATELY ONE HALF HOUR OF LOCAL FLIGHT AN
OBSERVER AT THE AIRPORT, AND A PILOT IN AN AIRCRAFT ON DOWN
WIND LEG, OBSERVED KING AIR PT-IBE ON FINAL APPROACH TO
RUNWAY 12 QITH GEAR DOWN AND A PROP WINDMILLING. GOVERNMENT
OFFICIALS WERE UNABLE TO SPECIFY THE WINDMILLING ENGINE OR
FLAP SETTING AT THIS TIME. THE APPROACH APPEARED NORMAL
UNTIL APPROXIMATELY 150-200 METERS FROM THE THRESHOLD OF

RUNWAY 12 WHEN KING AIR PT-IBE MADE A DEFINITE LEFT TURN,
LEVELLED OUT MOMENTARILY THEN SHARPLY TURNED LEFT AND CRASHED
MOMENTS AFTER.

4. THE WEATHER WAS REPORTED GOOD WITH CALM WINDS PREVAILING
AT TH TIME OF THE CRASH. THE AIRPORT HAS NO TOWER. A
RADIO STATION AT THE AIRPORT OFFERS COMMUNICATION SERVICE.
THE PILOT NEVER REPORTED ANY DIFFICULTY IN FLIGHT.

5. ENGINE AND PROPELLER TOTAL TIME 1028.40. AIRCRAFT TIME
SINCE LAST
100- HOUR INSPECTION 7:45.

6. LAGOA SANTA AIRPORT HAS AN ASPHALT RUNWAY 1800 METERS
IN LENGTH AND 40 METERS IN WIDTH. THE AIRPORT IS 2500 FEET
ABOVE SEA LEVEL.

7. PILOT GALDINO HAS A TOTAL 1500 HOURS FLYING TIME WITH
35 HOURS IN KING AIR. HE IS RATED IN THE CESSNA 180 AND 310
AND PIPER AZTEC.

8. GOVERNMENT OFFICIALS OPINE THAT A SIMULATED SINGLE
ENGINE APPROACH TO LANDING WAS BEING CONDUCTED. HOWEVER,
THIS SUPPOSITION MUST BE VERIFIED BY REPORTS FROM SURVIVING
PILOTS. NTSB WILL RECEIVE THE ACCIDENT INVESTIGATION REPORT
WHEN COMPLETED.
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Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: AIRCRAFT ACCIDENTS, CASUALTIES
Control Number: n/a
Copy: SINGLE
Sent Date: 11-Aug-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01-Jan-1960 12:00:00 am
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977RIODE03833
Document Source: CORE
Document Unique ID: 00
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Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770290-0894
Format: TEL
From: RIO DE JANEIRO
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Litigation Codes:
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Locator: TEXT ON-LINE, ON MICROFILM
Message ID: e153105c-c288-dd11-92da-001cc4696bcc
Office: ACTION EB
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Original Previous Classification: n/a
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SAS ID: 1631257
Secure: OPEN
Status: NATIVE
Subject: AIRCRAFT ACCIDENT
TAGS: EAIR, BR
To: STATE
Type: TE
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